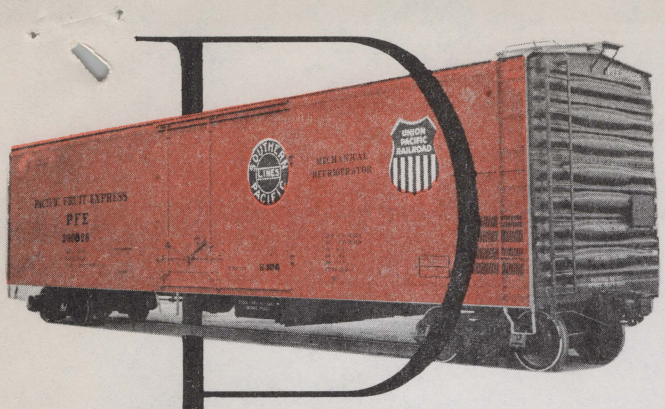

F. E. Dosch
3/21

NEWS LETTER

PACIFIC FRUIT EXPRESS COMPANY

SAN FRANCISCO, CALIFORNIA

FEBRUARY 1959

P.F.E. LOADINGS

	1959			1958		
	PFE Cars	Foreigns	Total	PFE Cars	Foreigns	Total
January	*26,910*	*1,685*	*28,595*	*30,694*	*2,132*	*32,826*

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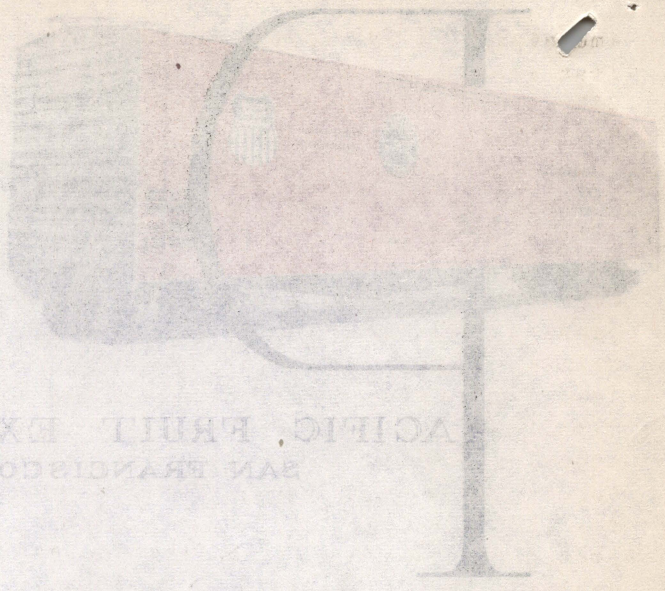
CAR SITUATION

The over-all car situation which had been on a close basis during the last half of January deteriorated further this month resulting in a four-day stringency in Idaho on February 10th through 13th at which time shippers did not receive all the cars they could have loaded. In order to overcome this condition it was necessary to obtain 100 SFRD cars from the Santa Fe at Kansas City and 100 ART cars from the D&RGW at Salt Lake. Supplies continued on a day-to-day basis in Idaho and in Northern California through February 20th. The situation improved thereafter and there are good prospects for more comfortable supplies developing early in March. With the gradual but constant decline in the number of serviceable PFE cars there will be only a few weeks in the year, during April and November, when on-line supply of PFE cars will probably be more than adequate and at all other times the car situation will range from stringent to barely adequate. Under the circumstances, it is essential that car distribution forces in all districts, including off-line agencies, maintain a constant check of car supplies and car activity. A good thing to keep in mind is that for every 24 hour period a PFE car stands idle, whether in shop, on storage track, a shipper's or receiver's shed, or at a railroad terminal, the PFE will lose approximately $5.30.

CROP CONDITIONS

ALONG SOUTHERN PACIFIC -

Oregon: Potato shipments from Klamath Basin continue to move in steady volume with an increased percentage moving via rail. There are three principal outlets for Klamath potatoes, i.e., for seed purposes, Quartermaster Marketing Center, and commercial sales. The latter movement has been, and no doubt will continue, in irregular volume due to fluctuating market demands. The seed movement has tapered off but this decrease has been offset by an increase in Quartermaster shipments. During the present season, from September through January 31st, Southern Pacific shipments



PACIFIC FRUIT EXPRESS COMPANY NEWS LETTER

SAN FRANCISCO, CALIFORNIA

amounted to 1,569 cars compared with 1,275 last season -- an increase of 294 cars or 23%; truck shipments amounted to 2,215 vs. 3,472 last season, a decrease of 1,257 carload equivalents, or 36%. This favorable showing, we feel, can be accredited to the incentive rates now in effect. In Rogue River Valley shipping of storage pears continues in normal seasonal volume. As of January 31st, there were 811 carloads remaining in storages compared with 1,068 carloads on the same date last year. The principal varieties of pears in storage are Anjous and Bosc. Shipments this season -- August 1st through January 31st -- amounted to 2,376 cars vs. 2,535 last season, a decrease of 159 cars or 6%. The decrease in carloads is due entirely to heavier per car loading. Shipments under the 46,000 lb. minimum rate totaled 796 cars which if converted to the standard load would have increased car usage by 165 cars. In Willamette Valley principal commodities now moving are canned goods, frozen foods, and onions. Canned goods loading in refrigerator cars has been consistently lower than last year due to increased availability of insulated DF box cars.

Northern California: Canned goods continues as the principal commodity moving from this territory and here, too, the daily volume is well below that of last year due to DF car usage. The bulk of canned goods is loaded in the San Francisco Bay Area and at San Jose with a lesser volume from canneries around Sacramento, Stockton, and Fresno. In Stockton District asparagus will be the next major crop ready for harvest. Some small lots of "grass" were shipped by air freight and Railway Express fairly early in the month; however, cool and rainy weather has held back maturity so that few, if any, carload freight shipments will move before March 1st. Due to new "incentive" freight rates, it is felt by principal shippers that truck shipments this season will be greatly reduced with a corresponding increase in rail movement. In the Fresno District the Navel orange movement is progressing satisfactorily with market prices firm and demand very active. The quality has been excellent and it is said the crop is producing the best eating oranges in years. The movement should continue in steady volume of about 20 to 25 cars daily well into March. In Bakersfield District, grapes from cold storage are practically the only commodity now moving. The growth of early spring potatoes appears above normal in the Edison area and with warm weather and favorable growing conditions continuing, there is a possibility of some late March digging in this area. It appears that acreage planted in Edison District is comparable to the ten thousand acres planted last year. Plantings in other sections is progressing with about 70 per cent of the intended acreage already seeded. In Salinas District, winter vegetables consisting of cauliflower, artichokes, broccoli, and carrots are moving in light seasonal volume along with frozen foods and some canned goods. Weather so far in February has been seasonally normal except for a few nights when temperatures were as low as 29 degrees for a short period. There were six rainy days during the first half of the month. Lettuce acreage, including plantings through January 31st, amounted to 8,360 acres compared with 7,581 for same period last year, while only 1,085 acres of carrots have been planted vs. 1,685 last year. Planting is progressing satisfactorily and it is expected that the February and March acreage for both commodities will greatly exceed that of last year as acreage then was light due to almost constant rain through those two months.

Southwest District: In Imperial Valley weather conditions during first half of February were favorable for good lettuce production with cold nights and mild days prevailing. Only light rains have fallen at intervals and not sufficient to interrupt harvesting. Lettuce loading since mid-January has been prorated in accordance with shippers' agreement ranging from 60% to 95% of available lettuce and markets under this plan have been consistently good. Shipments from January 1st through February amounted to 6,120 cars vs. 8,143 for same period last year, a decrease of 2,023 cars or 25%. The decrease may be attributed in large part to the prorating of shipments and in part to heavier per car loading. Loadings have adhered closely to a 640 cartons per car average compared with the old average of 575 cartons. Other commodities

now moving from Imperial Valley in fair volume are carrots, cabbage, and broccoli. A preliminary survey of brush covered cantaloupe acreage indicates about 2,970 acres now growing compared with 2,650 last year. The open acreage is still in the planning and planting stages. In Salt River Valley, spring lettuce acreage will amount to approximately 19,100 acres compared with 16,500 last year; however, in view of heavier per car loading under incentive rates and with the possibility of a marketing agreement similar to the one in force in Imperial Valley, car loading is expected to be about 20% under the 2,448 cars shipped last year. Some shipping has started from early, light acreage, but volume loading will not be underway until March. A few miscellaneous vegetables and citrus fruits will move in light volume through the month. Yuma spring lettuce harvest is increasing gradually and will reach good volume early in March. Spring lettuce in Theba area commenced harvesting during last week in February. With additional vacuum tubes in operation, it appears that all lettuce from the 1,500 acres in this area can be cooled and loaded at Theba. During the fall deal some lettuce was trucked to Tolleson for cooling and shipping. Vegetable movement off West Coast of Mexico has been running below earlier expectations due to poor markets. Harvesting and loading were curtailed by agreement among growers and shippers during the week of February 8th to 14th; however, market improved and loading increased in volume during the following week. By February 20th crossings at Nogales were exceeding 100 carloads daily. There is sufficient produce maturing to provide a consistently heavy movement through March if marketing conditions are right. In the territory west of Imperial Valley from San Diego to Guadalupe production is seasonally light. Citrus fruits are increasing gradually but shipping will not reach heavy volume until late spring. In Guadalupe Area, which is the principal producing district at this season, there is a consistent movement of celery, cauliflower, broccoli, and mixed vegetables.

T&NO: Intermittent rains continued to interfere with normal harvesting in Rio Grande Valley during most of February so that loadings are well below normal. Excessive moisture in the soil and damp, foggy mornings have been conducive to a greater than normal infestation of mildew and blight. Although growers are using every means to control this condition, it is feared that a reduction in yield and a lowering of quality hardly can be avoided. All shippers are taking advantage of incentive rates on straight shipments of carrots and cabbage using 36,000 and 40,000 lbs. minima. Some shippers are employing the 40,000 lb. load and for these convertible bunker cars are in great demand. On shipments of mixed vegetables consisting of several different items, the higher tonnage cannot be used; such shipments range from 18,000 to 34,000 lbs. Harvesting and shipping in the Uvalde-Eagle Pass District also have met with adverse weather conditions so that loadings continue below what normally could have been expected.

ALONG UNION PACIFIC -

Utah-Idaho District: Potato shipping from Idaho continues in an orderly manner and in fair volume with occasional downward fluctuations due to periods of severe weather and to periodic inclinations of shippers to hold back for better prices. The USDA estimates some 24,500,000 sacks of potatoes remained in the hands of growers and dealers as of January 1st compared with 21,600,000 on same date last year. While the difference amounts to 7,250 carload equivalents, the actual increased movement will not approach this figure as the cullage is heavier than last year and the by-product usage is running nearly 30 per cent above last year. Onion shipping continues at about normal though somewhat lighter than the January movement due to less attractive market prices. Current storage holdings are about 30% greater than last year so that shipping should continue in fair volume if markets are at all satisfactory. Frozen foods are moving in good, steady volume. Weather going into February had been cold with alternations of rain and snow. The snowpack in water storage areas was only about 60 per cent of normal on February 1st, except at the headwaters of the Snake River where situation was about normal. Very wet weather will be needed in the en-

tine district through March and April to insure an adequate water supply.

Northwest District: Deciduous fruit loading is running below last year and somewhat lower than previously estimated due to a lighter apple crop and also the continued heavy holdings in eastern storages. Holdings in the State of Washington were about a million bushels less than last year in January while storages in the New England, Central, and Southern States showed an increase of around three million bushels. Of significance, however, is the fact that the Yakima apples generally are looking crisp, bright, and ready to buy. Reports from markets indicate they are the best thus far this season. The movement of apples from Yakima Valley via Union Pacific for the current season through January 31st amounted to 1,300 carloads compared with 2,079 cars last year. A new freight rate effective January 26th on a 38,500 lb. minimum load will further reduce car usage by reason of the heavier per car loading. In the Seattle area loadings consist of canned goods, beer, frozen foods, and miscellaneous items. Canned goods, principally salmon, has predominated with beer running next volume-wise. Both canned goods and beer loading, however, are lighter than last year due to a greater usage of insulated DF box cars.

Eastern District: In the Denver and northern Colorado district, loading consists of canned goods in fair volume with an occasional car of onions and apples. There is a consistent truck transportation of perishables from and into this area. Shippers of dairy products, meat, and merchandise move their commodities to the West Coast in trucks with a return load of perishables to this area. In many instances the return loads are handled at a rate the shippers will pay rather than on a cost of service basis. It is felt, however, that the faster schedules established by the railroads combined with incentive rates for heavier loading, will definitely make inroads on the truck movement of perishables. Western Nebraska potatoes are moving somewhat better than last year with some indications of a trend that may continue. In the Omaha Area southbound loadings of meat and packing house products from the plants at South Omaha are consistent. Some beer also is moving to points in Oklahoma and Texas and there is also a light movement of canned goods, frozen food, and miscellaneous items from this area. There has been some decline in westbound loading particularly by the Campbell Soup Company due to their plants on the West Coast having become self-sufficient. Only an occasional shipment is made at which time a truck is used. The Ocoma Food Company advises that they have leased a fleet of trucks for hauling poultry from their Berryville, Arkansas, and Omaha plants to their West Coast frozen pie plant at Turlock.

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In 1958, the following PFE departments had no reportable personal injuries which qualifies them for a safety award:

Districts:	Western, Central (SP), Southwestern, Eastern, Central (UP)
Icing Platforms:	Kansas City
Car Department:	Pocatello
Store Department:	Colton, Tucson, Nampa, Pocatello
Ice Plants:	Fresno, Bakersfield, Sparks, Tucson, Colton, Los Angeles, Laramie, Pocatello, North Platte
Car Cleaning:	North Platte
E.C. & M. Dept.:	J. N. McHugh, G. R. Goodell, W. D. Price, O. F. Vaught, M. B. Webb

These departments worked a total of 2,684,432 accident-free man hours.

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It is with deep regret that we report the death on February 9th of John L. Murphy, District Agent at Seattle since May, 1944. John started with P.F.E. as an iceman in 1925.

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In 1938, the following PFE departments had no reportable personal injuries which qualifies them for a safety award:

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Car Departments:	Pocatello
Store Departments:	Colton, Tucson, Nampa, Pocatello
Ice Plants:	Fresno, Bakersfield, Sparks, Tucson, Colton, Los Angeles, Laramie, Pocatello, North Platte
Car Cleaning:	North Platte
E. C. & M. Dept.:	J. N. McHugh, O. R. Goodell, W. D. Price, O. R. Vaught, M. B. Webb

These departments worked a total of 2,894,412 accident-free man hours.

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It is with deep regret that we report the death on February 9th of John L. Murphy, District Agent at Seattle since May, 1944. John started with P.F.E. as an iceman in 1923.

PERISHABLES AND SEMI-PERISHABLES LOADED
P.F.E. CONTRACT LINES
DURING 1958 COMPARED WITH 1957

	1958	1957	Inc.	Dec.
Apples	5,576	5,547	29	
Bananas	13,801	15,040		1,239
Cantaloupes	22,400	22,700		300
Carrots	10,508	10,613		105
Cauliflower	2,405	3,389		984
Celery	15,751	17,259		1,508
Citrus	25,530	29,217		3,687
Tree Fruit	1,485	3,952		2,467
Grapes	13,685	12,967	718	
Lettuce	48,316	54,369		6,053
Onions	9,327	8,559	768	
Peaches	1,731	2,470		739
Pears	9,337	11,947		2,610
Green Peas	831	826	5	
Plums	3,366	2,676	690	
Potatoes	74,097	69,842	4,255	
Other Vegetables	15,603	17,326		1,723
Tomatoes	13,628	11,352	2,276	
Frozen Food	13,087	12,431	656	
Beverages	1,201	2,082		881
Canned Goods	23,054	23,273		219
Watermelons	3,079	2,571	508	
Meat and P.H.P.	5,597	6,497		900
Other Miscellaneous	14,939	14,309	630	
TOTAL	348,334	361,214	-	12,880

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DIVERSIONS HANDLED

	1958	1957
Total diversions handled	733,544	756,841
Number of failures	143	131
Number diversions handled per failure	5,130	5,777

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The following PFE people have recently retired from our service:

Jonathan G. Brubaker.....Carman.....Colton

Arturo Duran.....Ice Puller.....Fresno

Grover L. Cummings.....Carman.....Colton

Mrs. Vivian S. Foulger.....Steno-Clerk.....Ogden

Isaac W. Glines.....Foreman.....Roseville

Otis G. Homan.....Truck Driver.....Colton

Nicholas Mallea.....Iceman.....Nampa

Clark Muldrow.....Lead Store Del.....Los Angeles

George E. Roach.....Agent-Clerk.....Portland

Richard R. Sporer.....Carman.....Colton

Duffy E. Wilson.....Laborer.....Tucson

To each of them, we extend our best wishes

for a long and happy retirement.

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The easiest way to get to the top is to get to the bottom of things.

--The Youngstown Bulletin

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CHAS. AHERN
Vice President & General Manager

The following PPL people have recently retired from our service:

Jonathan G. Brubaker.....Carman.....Colton

Arturo Duran.....Tee Puller.....Fresno

Grover L. Cummings.....Carman.....Colton

Mrs. Vivian S. Foulger.....Scene-Clerk.....Ogden

Isaac W. Olmes.....Foreman.....Roseville

Otis G. Homan.....Truck Driver.....Colton

Nicholas Mallea.....Iceman.....Tampa

Clark Muldrow.....Head Score Del.....Los Angeles

George E. Roach.....Agent Clerk.....Portland

Richard R. Spoon.....Carman.....Colton

Duffy E. Wilson.....Laborer.....Tucson

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